The cool wave which settled upon this part of the country last week made New-York the pleasantest and most agreeable place on the long list of water ing-places. Hundreds of women who are spending season in the suburbs availed themselves of the autumnal temperature to come to town for a day's shopping, luncheon or dinner at Delmonico's. an evening at the theatre or spree of some kind. Troops of familiar faces were seen on the streets and in the shops, while the fashionable restaurants put on a show of life and activity during the dinner

of the yachts, a subject in which all classes and enditions of men in this country just now feel the deepest interest. At New-London full justice to he arrival of the squadron was done by the usual of firearms and a small display of fire There was little social enjoyment, however, of arrival and departure too engrossing to ime, as it was hoped they would do. The forgotten. Probably never before has so orderly and utiful a start been made from New-London The bang of the flagship's cannon and the sound of her signal bells were precisely at the hour named, and almost simultaneously the great fleet yachts have their anchors and spread their can-

vas to the Iresh southwest breeze,

The week at Newport was a rather gay one. The dancing world assembled in larger numbers than usual at the Casino on Monday night, and there ful gowns were worn, and there was a dazzling diplay of jewels. Mrs. William Jay, who with her hashand, Colonel Jay, have been the guests of Mrs. Alva S. Vanderbilt, wore an effective gown of white silk, the corsage made with a deep fall of cram-colored lace. Mrs. William Post's gown was of canary-colored satin, trimmed with point lace. of white talle, striped vertically with white satir over white silk. Mrs. Clapp was in a gown of black moire, spangled with jet. Miss Preston vis Brice wore a black silk skirt, made very full, ad a black tulie waist, made with large, full serves to the elbow. Mrs. Winthrep Chanler was ha sown of pale blue silk. Miss Bradhurst was in tte silk and chiffon. Mrs. Cornelius Vanderbilt's was of pale heliotrope moire and white lace. Wanderbilt were a gown of salmon pink figured gown was of blue brocade. Every effort is subscription ball, which is set down for charge of the arrangements for the ball. sich will be given under the patronage of Mrs. Orden Goelet, Mrs. Cornelius Vanderbilt, Mrs. Fredcick Sheldon, Mrs. Brockholst Cutting, Mrs. Whit w Warren, Mrs. Victor Sorenon, Mrs. F. Grand D'Hauteville, Mrs. Samuel F. Barger, Mrs. John Clinton Gray and Mrs. W. Fitzhugh Whitehouse. on Monday afternoon was Mrs. George offman's reception at Stoneacre. Over two hun

Dinner parties, all faultiess as to chef and menu. stal, percelain and decorations, were of nightly dinner party on Monday night in honor of Baron and Baroness Schonberg, and Mrs. Frederick W Vanderbilt gave a sumptuous banquet on the same night, in honor of her guests, Mr. and Mrs. Clar-ence Gray Dinsmore, who are now the guests of Mr. and Mrs. Henry Clews, at The Rocks. Dinner orge Hoffman and Mrs. Edwin J. Berwind, Mrs. Berwind's guests were Mrs. Thomas Hitchcock, Mr. and Mrs. John J. Wysong, Judge and Mrs. John Clinton Gray, Mr. and Mrs. James P. Kernochan

Tuesday was a rather quiet day, the rain and wind storm in the afternoon making it next to ossible to venture out. Mrs. W. Storrs Wells Ostricus, Miss Elsie Clews, Mis-Townsend, Mrs. E. H. G. Slater, Mrs. William Post Frederic Baldwin, Lispenard Stewart, William K. morn and Eugene Higgins. On Wednesday the aird of the French conferences took place at the bane of Mrs. William H. Osgood, Bellevue and parties in the evening. Besides the arrival the yachts the interesting happening on Thurswas the reception given by Mr. and Mrs. Will-F. Burden, at their new home, at Brento The race for the Goelet Cup on Friday was the social excitement of the day. Hundreds thing parties were arranged for the day, and as if all Newport was affoat. Mr. and drs. Ogden Goelet entertained a large party or their steam yacht, the White Ludye, William K. Vanderbilt had a large party on the Vailant, and Mr. and Mrs. John Jacob Astor, who returned from Bar Harbor on Wednesday, had a large party of young people on board their handsome steamer Nourmahal. While the contest for the cups was going on at sea, Mrs. Calvin S. Brice gave a ncheon in honor of Lord and Lady Gough, who had the pleasure of meeting among others Mrs. Charles H. Baidwin, Miss Rachel Cameron and Miss Cameron, the latter a daughter of Sir Roderick Cameron, Mrs. Alva S. Vanderbilt gave a large dinner party in the evening. Last night a number of sumptuous dinner parties were given, one of the largest by Mrs. Calvin S. Brice. This week and the succeeding ones will be filled with social enterulnments of greater or less magnitude. Mrs. Stuyweant Fish has cards out for a dinner and dance on Friday night, and Mrs. William Astor will give large dinner parties at Beechwood on Tuesday and Thursday evenings. To-morrow Miss C. Ogden Jones will give the first of her musical receptions which are to be continued on Mondays during August. Mr. and Mrs. Cornelius Vanderbilt will give a ball at The Breakers on Monday of next week, August 12, and on the following Thursday Mrs K. Mortimer Brooks will throw open her magnificent home, Rockhurst, for a ball. Dancing will be in a large tent erected on the lawn. Mr. and Mrs Fair Lawn on Saturday of next week. Mrs. Alva 8. Vanderbilt has arranged to give a ball on Vednesday evening. August 28. With these entertainments in view, and a few others hinted at, the last weeks of the present month promise to be busy ones at Newport. The arrangements for the tableaus to be given at

the Newport Casino on Thursday, August 22, in aid of the Newport Hospital, are almost finished. The list of patronesses includes Mrs. Cornelius Vanderblit, Mrs. W. Watts Sherman, Mrs. Egerton L. Winthrop, jr., Mrs. Ogden Goelet, Mrs. Robert Goelet, Mrs. Sidney Webster, Mrs. Frederick W. Vanderbilt, Mrs. Victor Sorchon, Mrs. I. Townsend Burden and Mrs. William C. Schermerhorn. Miss Evelyn Burden, Miss Brice, Miss Eisle Clews and Miss Clapp are some of the young women elected to pose. The ranks of the young matrons have been increased by the arrival of Mrs. August Belmont, Mrs. T. Suffern Taller, Mrs. J. Lee Taller and Mrs. T. Suffern Tailer, Airs. J. De-and Mrs. James M. Waterbury, who, with Mr. Waterbury, have been the guests of William K. Vanderbilt on the Valiant. Bar Harbor is as full as it can possibly be, and

there is accommodation for men only. There has been a fair supply of men at the dances, but the number has fallen far short of the demand, as at some of the dances the women have stood fathoms deep in the ballroom. The presence of Mr. Astor's yacht in the harbor made a stir, and his enter-talaments on board were on a scale of magnificence. Mr. and Mrs. Astor, during their stay at Bar Harwere active in promoting social movements.

Fave several entertainments, including a left, and attended most of the important parties

abore. Mrs. Astor, looking a vision of loveliness in a gown of pale green satin, made with a belt and assn of cherry-colored velvet, was present at the dance at Kebo on Monday night, and was the belt of the affair. Before coming to the dance Mr. and Mrs. Astor were the guests of honor at a dinary given by Mavroyeni Bey, the Turkish Master. The other guests were Mr. and Mrs. Astor were the guests of honor at a dinary given by Mavroyeni Bey, the Turkish Master. The other guests were Mr. and Mrs. R. I. Townsend, Mr. and Mrs. Frederick Gebalt, Miss Morton, Miss Grace Wilson, Miss Alice Bild, Miss Wallach, Miss Thompson, Miss Alice Wilson, Miss Helm and evening at home unless they have a party. Indeed, the ministering officials in Bar Harbor pand and evening at home unless they have a party. Medical the ministering officials in Bar Harbor was and dance at the Kebo Miss Pauline Whitney, Miss Stokes, Miss Barloy, Miss Pauline Whitney, Miss Stokes, Miss Barloy, Miss Mary Scott, Miss Davidge, Miss Sturies, Miss Miss Mary Scott, Miss Davidge, Miss Sturies, Miss Mary Scott, Miss Davidge, Miss Sturies, Miss Mary Scott, Miss Davidge, Miss Sturies, Miss Miss Mary Scott, Miss Davidge, Miss Sturies, Miss Miss Mary Scott, Miss Davidge, Miss Sturies, Miss Miss Miss Miss Sturies, Miss Miss Miss Miss Miss Mrs. Astor, looking a vision of loveliness

Rev. Dr. Emory J. Haynes, of this city, has announced her engagement to J. Warren Perkins, also of this city.

The wedding of Miss Rose Nelson, a daughter of the late Rev. Jumes Nelson, of Beaver Dam, Hanover County, Va., and John Victor Lamarche, a member of the well-known family of that name of Brooklyn, whose engagement was announced a fortnight ago, will in all probability be celebrated in November next, at Oakland, the home of the bride's uncle, Major John Page, in Virginia. Miss Nelson's father was for some years before his death a missionary in the Chinese Empire.

A wedding of Interest to New-York society was that of Miss Catherine Beatrice Cheape, the eldest daughter of Lieutenant-Colonel and Mrs. Cheape, of Rentley Manor. Worcestershire. England, and Charles Lee Robert, younger son of Christopher Robert, of this city, which took place recently at the Church of Tardebligge, in Worcestershire. The marriage ceremony was performed by the Rev. Canon Dickens, Vicar of Tardebligge. The bride wore a travelling costume of biscutt-colored cloth, while the two bridesmaids, Miss Daisy Cheape and Miss Maudie Cheape, were attired in cream frocks and sallor hats and wore diamond broches, presents from the bridegroom, whose best man was his brother, Arthur Robert, After the ceremony a reception was held at Reatley Manor. Mr. and Mrs. Robert arrived here a few days ago from England and are spending the honeymoon with Mr. and Mrs. Christopher R. Robert, at Oakdale, Long Island, and at Newport.

and at Newbort.

One of the early autumn weldings will be that of willing of the early autumn weldings will be that of Mrs. Russell Hoyt, of West Seventy-fourth-st., and Dr. David

WILL MR. CARLISLE BE IMPEACHED

A SHARP LETTER TO THE SECRETARY OF THE TREASURY FROM WILLIAM HOSEA RALLOU

ABOUT THE BULLS FOR ATLANTA. William Hosea Ballou, vice-president of the Amer can Humane Association, yesterday sent this let

ter to Secretary Carlisie:

Sir It is announced that ten bulls have been shipped from the city of Mexico to the Atlanta Exposition for the purpose of giving exhibitions of bull fights. I am informed by counsel that my appeal to the President from your Department's decision admitting these bulls acts as a stay. You should, therefore, hold the bulls at the frontier port of entry, pending the decision of the President. Inasmuch as your decision has had the effect of encouraging the importation of bulls, and as bullfishits are being announced in various quarters of the country in consequence, I have no reason to believe that the President will uphold your decision, which was a misconstruction of a section of the Tariff law, which in effect seeks to exclude the importation of all things of immoral use. Certainly, if you admit the bulls pending the decision of the President, I am of the opinion that you will be liable to impeachment at the next session of Congress under the statutes.

A DINNER TO THE GOVERNOR.

Bar Harbor, Me., Aug. 3 .- Morris K. Jesup gave a dinner party to fourteen guests to-night, in he of Governor Morton and General Horace Porter

SHAKESPEARIAN FESTIVAL POSTPONED. Saratoga, N. Y., Aug. 3.-The Shakespearian festi

val, children's carnival and ball, which was to have been given on the lawn of the Grand Union Hotel this afternoon and evening, has been postponed until Monday, owing to the inclement weather.

PROMINENT ARRIVALS AT THE HOTELS. ASTOR-Senator W. A. Peffer, of Kansas BRUNSWICK - Lieutenant-Governor George A Kirkpatrick, of Ontario. FIFTH AVENUE-Ex Governor Albert G. Porter, of Indiana, and Congressman Galusha A. Grow, of Pennsylvania gressman Galusha A. Grow, D. Casey, U. S. PARK AVENUE—General Thomas L. Casey, U. S. PARK AVENUE—Mes. John Drew. WAL. MARLBOROUGH-Mrs. John Drew.

TEST OF THE COLUMBIA'S SPEED.

DORF-Governor Frank Brown, of Maryland,

A TRIAL UNDER DISADVANTAGES.

From The Philadelphia Press. From The Philadelphia Press.

Trial speed is secured with the engines in perfect condition, with piked coal, with a large trained force of stokers and with forced draught. In service cruising none of these conditions exist. On the Atlantic liners the engines are kept in condition by assiduous attention while in port from a force of machinists kept for this purpose. Nothing of the kind is done for vessels in the Navy. In addition, the engine-rooms of our fast cruisers are sadly under-mained both in officers and men, and it is impossible to give the engines the attention they deserve.

A SPLENDID RUN

From The New-York Recorder.

It was a splendld run. Expert naval interest in this demonstration of speed by one of our new commerce-destroying cruisers will be keenly aroused by it, and the American people generally will feel their pulses stirred with patriotic gratification by the oroof that in one important branch of modern sea-fighting, at least, they have the best ship now affoat.

WHY SHE DID NOT BEAT THE LINERS. From The New-York Herald.

From The New-York Herald.

There are two reasons why the cruiser did not equal the best speed of the transstantic merchant steamers. In the first place, the number of men in her engineer force was far below the figure that would have enabled her to get the best results out of her machinery; secondly, no attempt was made to drive the ship at her highest speed. Nevertheless, the Columbia has made a record for long-distance runs by warships and it is practically certain that no other cruiser except the Minneapolis can equal it.

WE MUST HAVE A FASTER BOAT. From The New-York Sun.

From The New-York Sun.

The celebrated Pirate, now called the Columbia, has demonstrated to the satisfaction of the Navy that she can make the run from the Needles to Sandy Hook in eleven minutes less than seven days. By this narrow margin she escapes classification with seven-day boats. What does this mean? It means that the fastest cruiser and commerce-destroyer in our Navy rubbed down and specially dieted for a widely advertised race against time, has shown herself to be several hours slower than the slowest express steamer of the Hamburg-American line. The lesson is simply this: This country must have a cruiser fit to handle anything on the Atlantic. If at first you don't succeed, try, try again.

From The Boston Post.

The Columbia was built for a "commerce destroyer." She was intended to be able to catch the fastest merchant vessel afloat and capture or sink her, or to run away from a warship too formidable to meet in battle. The time made on this trip is only about eighteen hours behind the record of the fastest passenger steamship over the same course.

gaff repaired, and, having been towed down from the Herreshoff yards at Pristol, was stretching her wings for to-day's flight just outside the harbor. Her new boom carried her new sail to perfection, and with the new gaff and her steering machinery sufficiently oiled it was expected that she would make to-day's run to Vineyard Haven without any mishap.

The morning broke bright and beautiful, just right for a cruise in a cooling breeze, because it was a little hot in town. There was little breeze in the harbor, but outside the wind was blowing with a promise of becoming at any moment all that enthusiastic yachtsmen could desire. The harbor was filled with rowboats, cathoats and steam and naphtha launches, bearing owners and guests about the fleet of yachts or conveying sightseers from one point to another.

At half-past 9 o'clock the squadron hoisted sails and got up anchor, preparatory to going out to the Brenton's Reef lightship, where the Sylvia would put herself in line and give the signals to start at about half-past 10. To-day's run was a cruise of thirty-seven miles, and was marked down in the New-York Yacht Club's programme as being from Brenton's Reef lightship to West Chop buoy (Red No. 2), leaving Yard Sound lightship on the port hand. Getting out into the open, below Castle Point, the squadron was in full view. All eyes at once sought out the Defender. She was dashing about on more than usually erratic wing-stretch ing flights.

At the moment the Defender was first seen from the press boat she was standing to windward of the southwest breeze, and behind her, in order of merit and standing on the same tack, were the Vigilant, the Jubilee and the Volunteer. The Vigilant had up her mainsail, staysail, jib and club topsail. When the preparatory gur boomed and the Blue Peter was run up aboard the Sylvia the Volunteer tacked up toward the flagship and then came over the line in fine the preparatory gun, the Vigilant, on the port tack, ran across the starting line the other way her starboard rail was under water and her bottom showing on the port side. Her sails filled well, and E. A. Willard, who is in charge of her. looked confident and pleased. Two minutes later, and still before the first starting gun, the one for the little sloops, had spoker, the Defender spun by right under the starboard side of the press she bowed in acknowledgment of the applause that greeted the yacht's burst of speed. The De fender luffed up as she went about the press boat's bow and, coming about on the port tack, took a long sweep before getting ready to go back for the starting signal for the big sloops.

Promptly at 10:30 the signal for the smalle than twenty-five seconds the sprightly Queen Mab, on the starboard tack, with her big jib and topsail up, romped over the line, the first to get away. The second boat over the line was the Hildegarde, and only a few seconds after her was Providence. Coming to the start, the Wasp had her balloon jibtopsail in stays. Just as she came over she broke it out. The breaking out of a balloon jibtopsail on a crack yacht, sailing on a beautiful sea, with the sun beaming brightly, is as dainty a manoeuvre as can be imagined, and the Wasp wasn't the only one to execute it. A

the Mayflower came over before the next signal, but it seemed to the men on the press boat as if the Marguerite was handicapped.

THE BIG SLOOPS OFF.

The Jubilee was cruising so far out in the Sound when the signal gun for the big single-stickers was about to fire that it was evident that General Paine had no intention of racing to-day. Almost as the flame burst from the mouth of the little yellow cannon on the Sylvia the Defender dashed across the line. The Vigilant seemed to be in no hurry to get across, but when she did go over she was running strong, and every stitch of her canvas was drawing well. It looked as if the Volunteer had incurred a handicap, so far behind the others did she start.

Some idea of the wind that was blowing and of the speed of the yachts that flew before it may be gained when it is said that the press tug went away on the course at full speed, ahead of the small sloops, yet before half the journey to the Sow and Pigs Lightship was made the leaders of the fleet were level with her, and soon shot past. The wind freshened, and on the lay to West Island it was a little on the starboard quarter.

At West Island the Queen Mab was still in the lead and racing beautifully, the Hildegarde was coming up on her, and close behind and to windward was the Wasp. The Katrina and the Lasca were still in front of the Defender, which by this time had got within reaching distance of these fast sailers, which had started so far ahead. Between the Defender and the Vigilant were the Emerald and the Constellation. After the Vigilant came the Volunteer, seemingly a long way in the rear

THE DEFENDER TAKES THE LEAD. At 11:27 o'clock the Defender flew past the

Lasca, and at 11:35 she went by the Queen Mab and took command of the advancing squadron. It was at this point that the Vigilant shifted to an intermediate jib. As the wind increased to a fifteen-knot breeze all the yachts took off their large jib-topsails, substituting smaller ones. The wind, besides increasing in force, had hauled up a little to the southward, which made the vessels sal, on a closer lay. The Queen Mab got down her staysall and put up a balloon Coming to the Sow and Pigs Lightship, the

Defender was fully a mile and a half ahead of the press boat, which was passed a few minutes beyond this point by the Volunteer. The order of passing the old Sow and Pigs ledge was: First, passing the old Sow and Pigs ledge was: First, the Defender; second, the Lasca, third, the Vigilant, which last was rapidly coming up on the Lasca. Then came the Emerald, the Constellation, the Alcaea, the Queen Mab and the Katrina, the Volunteer, the Ariel and Hildegarde in the order named.

The Defender got by the Sow and Pigs Lightship at about 12:19 o'clock, the Vigilant at 12:23:30 and the Volunteer at 12:31:15. This made the Defender a leader of the Vigilant at this

the Defender a leader of the Vigilant at this point, not counting the difference in the start, by a little over four minutes. At Cuttyhunk the only difference that could be observed in the position of the racuts was that the Defender seemed to be drawing steadily away from the Vigilant, which had come through into second

place.
At the Middle Ground Shoal the Defender, the

abroad with her two children and sister. Miss MacLeon, has passed most of her time in Europe since she became a widow. She is a beautiful and waccomplished woman, and is well known in New-York society. Mr. Leggett, who is a widower, will sail for France on Saturday of next week on the steamship La Normandie. After their marriage Mr. and Mrs. Leggett will make their home in this city. The marriage of Miss Daisy Virgina Meade, the daughter of Mr. and Mrs. Clarence W. Meade, to ex-Senator Frederick Seymour (Gibbs will take place on September in Trinity Chapel, this city. Job E. Horges, Mayor Strong's private secretary, will and the Volunteer took the northern course toward Wood's Hole, while several school the lower or southern course, which was a little more direct for the finish line at West Chop Buoy.

ANOTHER VICTORY FOR THE NEW YACHT YESTERDAY.

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IN A FRESH BREEZE SHE LED THE SQUADEON ON THE RUN FROM NEWFORT TO VINEYARD HAVEN. BEATING THE VIGILANT BY OYER SIX MINUTES.

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[IN A FRESH BREEZE SHE LED THE NEW YACHT YES SANC lee rounded up into the haven, after a run which would have shown very well, had it been in a race. With straight sheets the schooners had come speedily from the lightship, and the big Constellation went fastest of all, only thirty-six seconds astern of the Defender. The Ramona was four minutes astern of the Defender and the Constellation, but still two minutes ahead of the Vigilant. The handsome Lasca led her class. She had done splendidly from the lightship, and had held the Defender and had pulled away from the Vigilant. The Emerald, the third schooner, had also been dropped by the Lasca, until alowance cut no figure, and the prize was certain for the black one. One by one the other racers finished until all were across and had joined the steam fleet and others in the Mayon. The Katrina was first

one. One by one the other racers finished until all were across and had joined the steam fleet and others in the Haven. The Katrina was first home of the smaller sloops and the Queen Mab second. The Loyal had lead enough on the Neaera to win in the small schooner class.

Just before 4 o'clock the Sylvia came to anchor in the Haven, and the booming of cannon in response to her salute announced to every one within hearing that the run was officially over. The official times showed that the Vigilant was handleapped fifty-two and the Volunteer fifty-three seconds. From thes figures the Defender won over the Vigilant by five minutes and thirty-two seconds. The reason for the Vigilant's handleap was undoubtedly some lagging schooners on the line. To give the big ones a chance in the Drexel Cup races at Newport on Tuesday, they will have a special start fifty-seven minutes after all other classes have gone.

To-night there is the usual brilliant scene afloat with crowds of spectaters on shore, and dozens of shore boats with sightseers. Some of the fleet squadron will remain at anchor tomorrow, and will dress ship at 12 o'clock. Monday an early start for Newport will be made.

SUMMARY OF THE RUN. Following is the summary:

SCHOONERS-FIRST CLAS	88. 95 FE	ET AND	OVER
		Elapsed	Corrected
Start.	Finish.	time.	time
Constellation 10:47:25	2 02 47	3:15:22	3:15:22
Ramona 10:40:27	2:19:43	3 33 06	3,32:24
SCHOONERS-CLASS	2-85 TO	95 FEE	
Alcaea	2:26:04	3:37:28	3:37:58
Merlin	2:25:19	3 25:19	3 34 44
Lasea	2:01:52	3120146	3:20:10
Masslower 10:50:00	2:35:40	3:45:40	3:42:47
Emerald 10:46:59	2:15:00	3 28 57	3:26:00
SCHOONERS-CLASS	3, 75 TO		
Ariel	2 21 29	3.31.29	3 31 29
Marguerite 10:49:40	2 25 14	3:05:34	3:35:34
Iroqueta	2:20:37	3:39:37	3:35.44
SCHOONERS-CLASS	4. 65 TO	75 FEE	T.
Amorita	2 28 52	3.39.50	3:39:50
Elaemarie	2:39:27	2:40:27	3:19:22
	65 FEET	AND UN	DER.
Leval	2 47 27	3 58:54	3:58:54
Neaca	2 59 33	4 12 13	4.06.17
SLOOPS CLASS 1.	80 TO 90	FERT.	
Defender	2.02.11	3:11:34	
Vigitant	2 00 54	3:17:58	0.0000000000000000000000000000000000000
Volunteer	2:25.02	3:33:02	******
SLOOPS-CLASS 3.	Q1 T1) 70	PERT.	
Hilderard 10 41 17	2:48:05	4:00:45	4 (91 48
Queen Mat 10:40 31	2 43 20	4:02:49	4:00:34
SIZOPS-TLASS S.	40 70 50	-	

Uvira	3.24.25	4.40:46	4 36 46
Norota	3:31:13	4:47:07	4:39:49
MIXED	CLASS.		
Katrina 10:14:05	2 29 15	5.45:10	3:45:10
Wasp 10:41.42	8.91.32	4:19:50	3:57 24
	chooners	Class	1-The
Constellation heat the fi	mmona 1	7:02	

Hation heat the Hamona 17:02.

The Lasca beat the Emerald 5:50, the 14:36, the Alcaea 17:48 and the Mayer 22.47 nes 3. The Ariel beat the Margaret 4:05, the Class 3

Class 4-The Amerita beat the Elsemarie 9:32. Class 5—The Loyal beat the Neaera 7.23. Sloops, Class 1—The Defender beat the Vigi-lant 6.24, the Volunteer 21.28. Class 3—The Queen Mab beat the Hildegard

ass 6-The Norota beat the Uvira 4:00. Mixed class-The Katrina beat the Wasp 12:14.

RAMIE CLOTH FOR BALLOON CANVAS. THE KIND OF MATERIAL FROM WHICH PART OF THE DEFENDER'S SAILS IS MADE -HOW IT IS GROWN.

One of the new features in the Defender's rigging asserted that the cloth is stronger when wet than when dry, and very close in fibre, consequently not allowing any wind to pass through it. It is thus said to be admirably adapted for light canvas, and so far it has proved satisfactory.

Ramie is a plant belonging to the nettle family.

which is very largely cultivated in China. From it is manufactured a very strong and durable fabric, which can be dyed in any shade or color and is affected little by moisture. It has three times the strength of Russian hemp, while its filaments can be separated to almost the fineness of silk. In England, France and Germany it is woven into a great variety of fabrics, and when mixed with silk it is used for dress goods. Frequent efforts have been the United States, but hitherto not with any great success. It can be grown in this country, and sev-eral farmers in the Southern States have large areas of ramie under cultivation. Secretary Rusk a few years ago, ordered a special report on the collivation of ramie in this country. The report said that while the farmers were willing to start raising ramie, they wanted to be assured first that there was a market for it. There would at once be a market for it if some cheap and practicable machine could be invented for decorticating the fibre. This is the great difficulty to be overcome before the United States can number ramie among

More than one hundred machines have been invented for cleaning or degumming the fibre, none of which is a success. Until a machine will do this work economically and speedily, the manufacture of ramie, both here and abroad, will never reach

very great proportions.

In China, where labor is cheap, it is done by

In China where later is charged to the hand, and is made into the famous China grass cloth.

The plant itself attains a height of four to eight feet, with large oval leaves, green above and silvery The plant itself attains a height of four to eight feet, with large oval leaves, green above and silvery white beneath. Three or four crops a year can be obtained without replanting. In China five crops are obtained the first formed in the bark which surrounds the stalk. It is the extraction and cleaning of this fibre which is the problem that manufacturers have not yet satisfactorily solved. For fifty years this question has baffled solution, but the recent trials of ramie machines in Paris demiced on the state of the first plants, their culture will be extremely profitable when a market can be obtained. France is the principal market, as Frenchmen make curtains, handkerchiefs, dressgoods, napkins, plush and even carpets and clothing fabrics from it. The sails of the French men-of-war have for years been manufactured out of ramie.

THE DEFENDER'S NEW SPARS. A FRESH BOOM, GAFF AND MAINSAIL PITTED ON-STEEL SPARS BEING MADE.

Bristol, R. I., Aug. 3 (Special).-The Defender was towed to Bristol yesterday afternoon after the accident to her gaff, and work was begun at

once to remove the spars that were then in use The old spars were lowered overboard and the shops, were towed out to the Defender, where she a few moments to hook on to the big boom with a purchase, and the gooseneck was bolted to the mast fittings. The fastening was effected and the after end of the boom taken out of the water with the lift. The new hollow gaff was adjusted, and the tender Hattie Palmer then towed a scow alongside, on board of which was the big racing main-sail that had just been completed at Herreshoff's sail loft. It was hauled on board the Defender where the head and tack were fastened to the gaff and boom and the after ends hauled out on ends of the spars with watch tackles. The sail The old spars and mainsail were taken ashore and the new mainsail tied up, and the Defender lay quietly at anchor for the night.

An early start was made this morning for th

racing ground, outside of Newport. The tug Gas-pee, of Providence, arrived at Bristol at 4:30 o'clock a. m. The crew were aroused, and at 5:15 the anchor was hove snort. The Gaspee had by this time passed a hawser over the stern to the De-

fender's bow, and, with the Hattie Palmer along-side, she steamed off down the bay toward Newside, she steamed off down the bay toward New-port. None of the sails were hoisted, as there was little wing.

Another new boom and gaff are to be made the Defender and instead of being of wood they will be of steel, in the form of a hollow tube, and fitted with trusses inside to carry the strain. The weight of nearly one ton can be brought about. It is thought that this is done to offset the Valkyrle's

is thought that this is done to offset the Valkyrle's steel spars. The new boom and gaff are to be completed about August 25. Mr. Iselin said last night: When we rounded West Island, which was the second turn, the Defender was leading the Vigilant by eleven minutes and was sailing beautifully. In my judgment she would have gaired from two and a half to three minutes more on the close reach to Brenton's lightship. The Defender was about two and a half miles on the last leg when the accident occurred.

the accident occurred.

The man aloft had noticed the gaff weakening for some time, and was going below to notify the officers on deck when the break occurred. The Defender was kept on her course nearly a mile before the mainsail and club-topsail were taken in. Although it is disappointing and discouraging to lose the race, yet we regard it practically as a victory, owing to the splendid showing the Defender made.

JOHN JACOB ASTOR'S GIFT. TWO HANDSOME TROPHIES PRESENTED TO THE NEW-YORK YACHT CLUB.

John Jacob Astor has had prepared as a gift to the New-York Yacht Club two handsome sterling silver cups for the trial races which will show which yacht will defend the America's cup in the international contest. The cash value of the prizes is \$2,000. The dates for the races are to be fixed by the cup committee. The races will take place near this city probably in the last week in August or the

The design of the cups is a departure from the nventional lines of yacht prizes. While in every detail they suggest the purpose for which they were



THE ASTOR CUP

offered, they have a light and graceful appearance ness of many other well-known cups.

top of the figure of Victory, and nine inches across the widest part, resting on a movable base of ebony, base is of classic design, rising in graceful form with fluted indentations, crowned by dropping leaves

with fluted indentations, crowned by dropping leaves, to a double seashell in which two dolphins rest. The tails of the dolphins are twined round a border which forms a lozenge-shaped panel, uniting at the top in a seashell, in which rests one foot of the regure of Victory.

This figure, eight inches in height, stands full-front in a graceful posture, the right foot resting in the shell, the other drawn back and upbeld by the top of the shell. In the right hand is the wreath of Victory, while held aloft is a branch of palms. The handles are of graceful shape, and are composed of bulkroshes and other aquatic plants, in graceful end natural forms, with the head of an American eagle at the top of the curve. These bulkrushes divide at the bandle, a part of the plants ellinging to the sides of the cup as far as the neck, where they gradually taper off into drippings of

elinging to the sides of the cup as far as the neck, where they gradually taper off into drippings of water. Both sides of the cup are alike, with the exception of the figure of Victory; it being intended to etch a yachting scene in one panel, with the name of the winner and other details in the other. Great attention was paid to symmetry, gracefulness and proportion in preparing the trophies.

The cups will be placed on exhibition to-morrow in the window of the Gorham Manufacturing Company, Broadway and Nineteenth-st, until one week before the races at which time they will be shown at the clubhouse of the New-York Yacht Club.

They were designed and made by the Gorham Company.

OVER THE WATERS OFF NEW-ROCHELLE. ANNUAL REGATTA OF THE CORINTHIAN YACHT FLEET OF THAT PLACE.

The New-Rochelle Corinthian Yacht fleet sailed its annual regatta yesterday afternoon. There was a strong northwest wind blowing, and the breeze and white caps turned out to be too boisterous for some of the smaller boats. The starting gun was discharged at 12:23:15, and the yachts crossed the starting-line, closehauled, on the starboard tack, in the following order: Dragoon, Eurybia, Coya, Alpha, Barbara and Mary C. The second start, for small boats, was at 12:38:45.

They got over the line in the following order: Vaquero, Kittle, Shrimp, Caper, Gwen, Addie, Melissa, Oconee, Dorothy, Nokomis, Madcap, Mercedes, Gossip and Mabel.

The course for all classes was from an imaginary

line off Echo Bay to and around the spar buoy off the west end of Execution Reef, leaving the buoy on the port hand, thence to and around the spar buoy off Matinnicock Point, leaving it also on the port hand, and returning to the starting-point. The port hand, and returning to the scarting-point. The starting-line had to be crossed from north to south at the start and from south to north at the finish. The Regatta Committee by which the race was managed consisted of F. W. Schoonmaker and E. Hanford Sturges. The course was a triangular one, and the race was lively and well contested. The winners were the Eurybia, Coya, Alpha, Oconee, Kittle, Caper, Angora, Madeap, Dragoon, Vaquero and Ottestion.

Angera	Did not finis
Angora CLASS N	
2:34:36	2:34:38
Madeap	
CLASS XI.	
1:53:26	Walkover
Dragoon	ah
Manuara 2.05:11	2:05:11
Shrimp	
CLASS XIII.	
Question	
	Did not finis
Nekomis	

SEAWANHAKA-CORINTHIAN CLUB'S - RACE. The race of the Seawanhaka-Corinthian Yacht

the Alfred Roosevelt Memorial Cup, which was sailed yesterday afternoon under auspicious circumstances, having been postponed from last Saturday on account of the boisterous weather Saturday on account of the which then prevailed, was an interesting and exetting contest. The Dundisberg, which served as the judges' boat, had on board Charles W. Wetmore, Walter C. Kerr, Dr. Valentine Mott and Charles G. Sherman, of the Regatta Committee. There were present, among others, J. B. C. Tappan, owner of the Flounder, with a party of women; R. A. Belknap, G. G. Fry, of the sloop Alice, of Mamaroneck, Wilmot T. Cox, H. W. Eaton, R. A. Rutherford and Irving Cox, who sailed the Folly; Mr. and Mrs. Kerr. Mrs. Leroy Dresser and friends, Dr. and Mrs. Mott, with Miss Theobold, of Baltimore, and other well-known society people.

The start was set down for 2:45 p. m., but at that

time there was a piping southerly gale, which would have troubled even such stanch yachts as the Defender, Vigilant, Volunteer and others of that class, and caused the committee to postpone

that class, and caused the committee to postpone the start till 3:20.

The wisdom of the majority of the Regatta Committee was speedily demonstrated by the dismassing in a heavy squall of the trim little sloop Nameless while manoeuvring for the weather gauge to cross the starting-line. When the boats crossed the line at the start, after the wind had somewhat moderated, they had what enthusiastic yachtsmen call "a dandy breeze." They crossed in the following order, close-hauled on the starboard tack and fairly well bunched: The Audax, Meteor, Dodo. Folly, Flounder and Trinket. After a short tussie, with lee rails awash, the wind auddenly died out, so that there was a late finish,

RIVERSIDE CLUB'S ANNUAL BALL. . The Riverside Yacht Club gave its sixth annual ball on Friday evening at its clubhouse, which is most picturesquely situated on the water of an inlet most picturesquely situated on the water of an inlet of the Sound. This annual affair is looked forward to by the yachtsmen and their friends with pleasure. The large bowing alley was turned into a bailroom, making a dancing area of 125xi0 feet, and it was connected with the clubhouse by a covered walk, built especially for the occasion. Both the clubhouse and bailroom were gayly festooned with bunting, flags, pennants and all the insignia of yachtsmen, while masses of palms, ferns and bright scarlet gladiolis were grouped in profusion throughout both buildings. Among the surprises was the arrangement of the orchestra, which was hidden away upon the deck of a "flying yacht" at one end of the bailroom. It was a novel and appropriate idea. The club is indebted to Edward Hanion for this feature. Covers were laid for 409 guests. The club and its guests owe a vote of thanks to the Entertainment Committee, consisting of Mesers. Oatwell, Binney and Marks, for their untiring labors. The order of dancing was a pretty design, representing the pennant of the club.

LONG BEACH.

Cottage rooms looking out on the grand old ocean. First-class table board, all for \$25 per week for two people. LONG BEACH ASSOCIATION, Long Beach (on L. I. R. R.), or 47 Broadway.

EATON-STUART-On July 31, 1895, at Castle Rest, Alexandria Ray, by the Rev. J. Kimball Mason, D. D., and the Rev. R. H. Pullman, D. D., Emily Stuart to the Fev. Charles Henry Eaton, D. D.

Notices of marriages and deaths must be in-dorsed with full name and address.

APGAR—At 10d East 38thet., New-York City, August & Joseph A. Apgar, aged 61 years 3 months and 2 days. Funeral services at the residence of his son, James K. Apgar, 302 Nelson-ave. Peckskill, N. Y., Sunday, at 3 o'clock p. m.
BELKNAP—On Saturday, August 3, Emma L. McClave, widow of Chauncey Beiknap.
Funeral private.
CASTELLUCCIA—At West Point, N. Y., August 2, 1895, the Duchess, of Castelluccia.
Funeral services at 10 West 50th-st. Monday, August 5. Interment private.
De VINE—On Thursday, August 1, 1895, James Manley

Interment private.

DE VINNE-On Thursday, August 1, 1895, James Manley

De Vinne, in his 58th year.

Private funeral services at the residence of his sisters,

161st-st. West Morrisania, on Sunday, the 4th inst.,

161st-st. West Morrisania, on Sunday, the 4th at 2:39 p. m.

LEWIS—At Lakeville, Conn., Saturday, August 3, 1896, Alexander N. Lewis, in his 7th year.

Notice of funeral hereafter.

NUTTING—Tryphena, widow of Lucius B. Nutting, in her 84th year.

Services at her home, No. 224 West 22d-st., New-York City, at 7:30 o'clock Monday evening, August 5.

Interment Tuesday, at Conway, Mass.

PAULL—At London, England, July 25, Minnie E., wife of the Rev. George A. Paull.

Funeral services at Westminster Presbyterian Church, Elloumfield, N. J., Monday, August 5, at 3 o'clock.

WEBSTER—On Saturday, August 5, at 3 o'clock.

WEBSTER—On Saturday, August 5, at 3 o'clock.

Interment at Kingston, New-Hampshire.

Special Notices.

By the Brookside. Bright are the pebbles that sparkle

In the shallow and murmuring stream. Where, in beautiful summer weather, I've lain on its banks to dream.

And oft, with my love beside me, In the evening's calm and cool, I've seen her sweet face reflected In the placid and crystal pool. Oh, rows of gleaming pearls, breath like a breeze from the South,

It was SOZODONT'S self that had given Those gems to that perfect mouth. THE BOTTOM OF THE SEA Yields no pearl that can exceed in beauty teeth white

and cleansed with that incomparable dentifrice, the fra-grant SOZODONT. Nor is coral rosier than the gums in which such teeth are set. So say the ladies, who are the best judges in such matters.

Awarded the GOLD MEDAL at the EXPOSITION (VERSELLE, PARIS, ISS), also received the HIGH AWARD at the WORLD'S COLUMBIAN FAIR, at CAGO, 1883. Will be sent direct to private families application to the GREEN MOUNTAIN FARM, Randolph, Vermon

Those "Canton" Chairs— 'Yokohama" Tables—Green Oak Chairs—Java Cushoha—and all sorts of Blue and White Things for Country Houses.

JOSEPH P. McHUGH & CO. At the Sign of 42d St. W., at 5th Ave. (Trade Marks Reg'd.)

may have their negatives developed, retouched, printed r enlarged by ROCKWOOD, 1.440 BROADWAY (40th-st.). To Some bargains in Hand Cameras, Kodaks, &c. Highest award for artificial teeth at Columbian Ex-position was granted Dr. Henry F. Deane, Dentist, 404 Lexington-ave., cor. 45th. Specialty, artificial teeth. Ex-pression restored. One administered. Telephone, 35 B38th.

Beware of Frandulent Imitations Crown Layender Saits. The genuine aiways in of the Crown Lavender Salts. The genuine at-crown stoppered bottles. Reject worthless substit "Information is wanted as to whereabouts of John M. Barr (or his children), who had a sister Louisa." Ad-dress Miss M. B., General Delivery, Chicago, Ill.

"to conceive of a more delightful perfume than Crab Apple Blossoms," says The New-York Observer.

Congress Spring Water.

This famous water is now toy a most elaborate restored to all its former strength and excellence. One of the Chuicest Dry Sparkling Wines of France. \$21,00 CASE QTS.

One of the Choicest Dry Sparking Wines of France, \$21.00 CASE QTS.

Postofilce Notice.

Foreign mails for the week ending August 10 will close (promptly in all cases) at this office as follows:

TRANSATLANTIC MAILS.

TUESDAY—At 6 a. m. for Europe, per s. Aller, via Southampton and Bremen deteirs for Ireland must be directed "ber Aller".

WEDNESDAY—At 5.30 a. m. for Great Britain, except London and Ireland, per s. s. Teutonic, via Queenstown deteirs for other parts of Europe must be directed "per Teutonic"); at 8 a. m. (supplementary 10 a. m. for Europe, per s. s. St. Louis, via Southampton, at 10 a. m. for Belgium direct, per s. s. Friesland", via Antwerp deteirs must be directed "per Friesland".

THURSDAY—At 6 a. m. for Europe, per s. s. Augusta Victoria, via Cherbourg, Southampton and Hamburg, at 11 a. m. for Netherlands direct, per s. s. Zaandam, via Amsterdam detters must be directed "per Zaandam".

SATURDAY—At 3 a. m. for France, Switzerland, Italy, Spain, Porthgal, Turkey, Egypt and British India, per s. s. La Touraine, via Have, at 4:30 a. m. for Europe, per s. s. Umbria, via Queension deteirs for Germany, Denmark, Sweden, Norway (Christiania) and Russia must be directed "per Imbria", at 5:30 a. m. for Germany, Denmark, Sweden, Norway (Christiania) and Russia, per s. s. Trave, via Bremen deteirs for other parts of Europe via Southampton must be directed "per Trave"); at 6 a. m. for Scotland direct per s. s. Ethiopia, via Glasgow deteirs must be directed "per Ethiopia"); at 11 a. m. for Netherlands direct, per s. s. Amsterdam, via Rotterdam deteirs must be directed "per Ethiopia"; at 11 a. m. for Netherlands direct, per s. s. Amsterdam, via Rotterdam deteirs must be directed "per Ethiopia, via Glasgow deteirs must be directed per s. s. Ethiopia, via Glasgow deteirs must be directed per s. s. Amsterdam, via Rotterdam deteirs must be directed per s. s. E

After the closing of the supplementary transatiantic mails named above, additional supplementary mails are opened on the piers of the American, English, French and German steamers, and remain open until within ten minutes of the hour of sailing of steamer.

MAILS FOR SOUTH AND CENTRAL AMERICA,

MAILS FOR SOUTH AND CENTRAL AMERICA,
WEST INDIES, ETC.

MONDAY—At 3 p. m. for Beilze, Puerto Cottez and
Guatemaia, per steamer from New-Orleans; at 5 p. m.
for La Plata countries direct, per s. a. Mantoba; at 5
p. m. for Cape Colony and Natal, per s. s. Strathcarron detters must be directed "per Strathcarron"); at 9
p. m. for Jamaica, per steamer from Boston.
TUESDAY—At '3 p. m. for Costa Rica, via Limon, per
steamer from New-Orleans; at '3 p. m. for Bluefleids,
per steamer from New-Orleans.
WEDNESDAY—At 12 m. for Grenada, Trinidad and
Tobago, per s. s. Guif of Akaba; at 1 p. m. for Cuba,
per s. s. Vigitancia, via Havana; at 1 p. m. for Cuba,
mentary 1.30 p. m.) for Cape Hayti, St. Domingo and
Turks Island, per s. s. New-York; at 9 p. m. for Port
Antonio, per steamer from Boston.
THURSDAY—At 12 p. m. for Brunda, per s. z. Trinidellay—At '2 p. m. for Bluefleids, per steamer from

FRIDAY-At *3 p. m. for Bluefields, per steamer from FRIDAY—At '3 p. m. for Bluefields, per steamer from New-Orleans.

SATURDAY—At 10 a. m. for Mexico, per s. s. Panama, vis Vera Cruz and Progress detters must be directed 'per Panama'); at 10 a. m. (supplementary 10:30 a. m.) for Jamatea. Savanilla and 'Carthagena, per s. s. Alleghany (letters for other parts of Colombia must be directed 'per Alleghany'); at 10 a. m. (supplementary 10:30 a. m.) for Portune Island and Haytt. per 2-3. Alvena; at 10 a. m. (supplementary 11 a. m.) for Colombia must be directed 'per Finance'; at 10 a. m. (supplementary 11 a. m.) for Colombia 'per Finance'; at 10 a. m. (supplementary 11 a. m.) for Colombia 'per Finance'; at 10 a. m. (supplementary 11 a. m.) for Central America (except Costa Rica) and South Pacific ports, per s. s. Colombia, via Colom (letters for Guatemala must be directed 'per Colombia'); at 10:30 a. m. for Camprohe, Chiapas, Tabasco, Tuxpam and Yucatan, per s. s. Seguranca detiers for other parts of Mexico and Cuba must be directed 'per Seguranca'); at 11 a. m. for Newfoundland, per s. s. Silvia.

Mails for Newfoundland, by rail to Halifax, and thence by steamer, close at this office duity at 8:30 p. m. Mails for Miquelon, by rail to Boston, and thence by steamer, close at this office duity at 8:30 p. m. Mails for Cube close at this office duity at 7 a. m., for forwarding by steamers salling (Mondays and Thursdays) from Pori Tampa, Fla. Mails for Mexico, overland, unless specially addressed for dispatch by steamer, close at this office duity at 7 a. m.

steamers saining the control of the

Religions Notices.

CHURCH OF ST. MARY THE VIRGIN, 228 West 45th-at.—Low mass, 7:30; high mass, 9; matins, 10; low mass, 11; vespers (plain), 4.

ST. THOMAS'S CHURCH, 5th-ave, and 53d-st., Rev. W. BROWN, D. D., Rector.—Services every Sunday d ing the summer at 11 o'clock. Morning prayer, sern and Holy Communio.